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FROM: Controlling DoD Organization. Assistant Chief of Staff for Force Development, [Army], Washington, DC 20310.	
AUTHORITY	
DoDD 5200.10, 29 Apr 1980; AGO, D/A ltr, 29 Apr 1980	

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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

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IN REPLY REFER TO

AD512556

AGDA (M) (5 Nov 70) FOR OT UT 702062

12 November 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 222d Aviation Battalion, Period Ending 30 April 1970 (U)

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1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Information of actions initiated as a result of subject report should be forwarded to ACSFOR OT UT within 90 days of receipt of covering letter.

2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

1 Incl
as

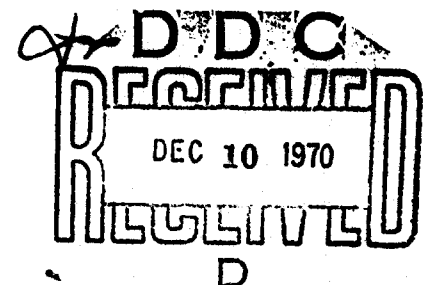
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 2. **LOCATION** _____
 3. **AVAILABILITY GOODS** _____
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Lesson Learned, Headquarters, 222d Aviation Battalion (Combat) (U). ⑧
APO San Francisco 96530

AVBACA-RO

11 14 May 1970

SUBJECT: Operational Report - Lesson Learned, 222d Aviation Battalion
(U) for Period Ending 30 April 1970, RCS CSFOR-65 (R2) (U)

SEE DISTRIBUTION

quarterly

12 26p.

1. (C) Sectional Operations: Significant Activities

a. Mission: The mission of the Battalion remained the same throughout the reporting period, that of providing combat and combat support with aviation assets to the United States and other Free World Forces in the Republic of Vietnam.

b. Organization: The organization of the Battalion changed during the reporting period in that the 652nd Transportation Maintenance Detachment formally attached to the 273rd was absorbed by the 273rd Aviation Company (Hvy Hel) under order #786, MTOE 1-2596PO1. Several other MTOE changes were received for assigned and attached units. These changes constituted only minor and insignificant equipment authorizations. (See inclosure 1 for the organization structure).

c. Significant Personnel Changes:

(1) Commanding Officer, 222d Aviation Battalion (Combat)

Date: 10 March 1970

Outgoing: OKARSKI, GERALD M. LTC, [REDACTED]

Incoming: WILLIE, CLEMENT A., LTC, [REDACTED]

(2) Executive Officer, 222d Aviation Battalion (Combat)

Date: 15 February 1970

Outgoing: TERRY, THOMAS J., MAJ, [REDACTED]

Incoming: DANIELSON, JAMES D., MAJ, [REDACTED]

(3) Executive Officer, 222d Aviation Battalion (Combat)

Date: 2 April 1970

Outgoing: DANIELSON, JAMES D., MAJ, [REDACTED]

Incoming: WILLIAMS, HERMAN J., MAJ, [REDACTED]

(4) S-1, 222d Aviation Battalion (Combat)

Date: 21 March 1970

Outgoing: BLACK, DAMERON III, CPT, [REDACTED]

Incoming: SKIDMORE, GEORGE A., 1LT, [REDACTED]

(5) S-2, 222d Aviation Battalion (Combat)

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OT-UT-7/2862

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14 May 1970

SUBJECT: Operational Report - Lessons Learned, 222d Aviation Battalion
(Cbt) for Period Ending 30 April 1970 RCS CSFOR-65 (R2) (U)

Date: 5 March 1970

Outgoing: SEALE, LEOPOLD K., CPT. [REDACTED]

Incoming: LEE, STEPHEN B., CPT. [REDACTED]

(6) S-3, 222d Aviation Battalion (Combat)

Date: 3 March 1970

Outgoing: DANIELSON, JAMES D., MAJ, [REDACTED]

Incoming: HUGHES, DOUGLAS M., MAJ, [REDACTED]

(7) Commanding Officer, HHC, 222d Aviation Battalion (Combat)

Date: 3 March 1970

Outgoing: ROONEY, JOHN, CPT, [REDACTED]

Incoming: RIDEOUT, FRANKLYN R., [REDACTED]

(8) Executive Officer, HHC, 222d Aviation Battalion (Combat)

Date: 19 February 1970

Outgoing: RABE, ROBERT I., 1LT, [REDACTED]

Incoming: FALLIS, ROBERT P., 1LT, [REDACTED]

(9) Executive Officer, 117th Aviation Company (Aslt Hel)

Date: 3 March 1970

Outgoing: RIDEOUT, FRANKLYN R., CPT, [REDACTED]

Incoming: SNYDER, RICHARD L., CPT, [REDACTED]

(10) Executive Officer, 117th Aviation Company (Aslt Hel)

Date: 16 April 1970

Outgoing: SNYDER, RICHARD L., CPT, [REDACTED]

Incoming: TAYLOR, RONALD R., CPT, [REDACTED]

(11) Executive Officer, 195th Aviation Company (Aslt Hel)

Date: 26 March 1970

Outgoing: THYIS, RICHARD L., CPT, [REDACTED]

Incoming: WILSON, SCOTT E., CPT, [REDACTED]

(12) Commanding Officer, 240th Aviation Company (Aslt Hel)

Date: 11 March 1970

Outgoing: LACY JOSEPH A., MAJ, [REDACTED]

Incoming: DUBOV, BRUCE J., MAJ, [REDACTED]

d. Unit Strength as of 30 April 1970.

(1) Military

2

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Subordinate Unit	Officer Auth Act	Warrent Auth Act	Enlisted Auth Act	Total Auth Act
HHC	19 16	3 8	85 109	107 133
117th	19 18	51 49	218 199	288 266
195th	19 16	51 45	218 190	288 251
240th	19 16	51 51	218 192	288 259
273rd	17 6	17 20	153 138	187 164
93rd Med	1 1	0 0	7 6	8 7
772d Med	1 1	0 0	7 5	8 6
87th QM	0 0	0 0	8 7	8 7
478th ASHC (Plt Atch from 1st Cav Div)	4 0	5 0	18 0	28 0

(2) Civilians:

Subordinate Unit	DAC Auth Act	VN Auth Act	3d Nat'l Auth Act	Tech Rep Auth Act
HHC	0 0	14 13	0 0	0 0
117th	0 0	17 17	0 0	0 0
195th	0 0	7 7	0 0	0 0
240th	0 0	2 2	0 0	0 0
273rd	1 1	0 0	0 0	2 0
77ed Med	0 0	1 0	0 0	0 0
93rd Med	0 0	2 2	0 0	0 0

e. Aircraft Status as of 30 April 1970: (See Incl 2)

f. Operational Results For the Period Are Included In Incl 3.

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(abt) For Period Ending 30 April 1970 RCS CSFOR-65 (R2) (U)

g. Awards & Decorations: Awards recommended and received by individuals of this Battalion during 1 February 1970 and 30 April 1970 as indicated below:

<u>AWARD</u>	<u># RECOMMENDATIONS</u>	<u># RECEIVED</u>
Legion of Merit	0	0
Silver Star Medal	8	1
Soldiers Medal	1	1
Distinguished Flying Cross	57	20
Bronze Star Medal	129	59
Air Medal "V"	64	47
Basic Air Medal	119	100
Oak Leaf Cluster to Air Medal	189	98
Army Commendation Medal "V"	8	0
Army Commendation Medal	312	228
Purple Heart	21	4

h. Personnel Gains and Losses During the Period: Following reflects the personnel turbulence experienced during the period:

	<u>GAINS</u>	<u>LOSSES</u>
Officers	47	41
Warrant Officers	85	71
Enlisted men	359	375

i. R&R Data: Quotas received and filled as indicated below:

<u>SITE</u>	<u>QUOTAS RECEIVED</u>	<u>QUOTAS FILLED</u>
Hawaii	92	86
Sydney	54	53
Hong Kong	38	25
Taipei	30	24
Manila	4	4
Bangkok	(9) 36	25

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SUBJECT: Operational Report - Lessons Learned, 222d Aviation Battalion
(Cbt) For Period Ending 30 April 1970 RCS CSFOR-65 (R2) (U)

J. Casualty Information: Casualty experiences during the reporting period are as follows:

(1) Injured-Non Hostile	17
(2) Wounded In Action	11
(3) Killed-Non Hostile	1
(4) Killed In Action	0
(5) Missing In Action	4

* HONOR ROLL *

SMITH, JAMES D., 302-48-7636, SP/4, 195th Aviation Company (Aalt Hel),
Missing In Action on 5 March 1970.

HOWELL, JAMES L., 262-84-2113, SGT, E-5, 195th Aviation Company (Aalt Hel).
Missing In Action on 5 March 1970.

DUGAN, CHARLES C., 468-48-8800, CW2, 195th Aviation Company (Aalt Hel),
Missing In Action on 5 March 1970.

RABB, ROBERT I., 256-70-6661, 1LT, 195th Aviation Company (Aalt Hel),
Missing In Action on 5 March 1970.

k. Enemy Action Against Bearcat: The following is a synopsis of the enemy action against Bearcat during the last reporting period.

(1) On 311830 March 1970, Camp Bearcat received four (4) 122MM rockets and twenty-six (26) 82 MM mortars in a five minute attack. One 122 MM rocket impacted in close proximity to revetted helicopters of the 240th Aviation Company (Aalt Hel) causing incidental damage to two (2) UH-1H helicopter minor damage to one (1) UH-1H helicopter and major damage to one (1) UH-1H helicopter. Although there were eight (8) Americans injured in the attack, none of the injured were members of this battalion and no structures located in the Battalion area were damaged.

L. Ammunition Expenditures: See Incl 4.

m. Schooling (AARTS Courses): The following quotas were received and filled during the reporting period.

(1) Officers	
(a) UH-1IP School	2
(b) OH-58A Transition	3
(c) Aviation Accident Prevention 8	(5)

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(2) Enlisted

- (a) AH-1G/UH-1C Helicopter Repair 1
- (b) UH-1D/H Helicopter Repair 1
- (c) Tech Supply (PLI) 1

n. Aviation Safety: Four (4) aircraft accidents occurred during the reporting period while flying 26,472 hours. This gave the Battalion an accident rate of 15.2% per 100,000 hours, which is a 2.6% per 100,000 hour increase over the last period.

(1) On 2 February 1970 a UH-1C gunship on a routine mission experienced power loss due to FOD at a low altitude over a thickly overgrown area. Pilot autorotated into 20 to 30 foot high bamboo sustaining major damage to the aircraft.

(2) On 10 March 1970 a UH-1H lost power while on a 20 foot vertical approach into a tight LZ. The pilot attempted to turn the aircraft away from troops in the LZ and crashed into tall bamboo sustaining major damage to the aircraft. A foam filter from the particle separator was found in the inlet guide vanes of the engine.

(3) On 10 March 1970 when a UH-1H was on takeoff over tall trees, the aircraft went into an extreme nose low attitude with a slight yaw to the right and crashed into the trees causing major damage to the aircraft. One passenger was killed and two were injured. Engine failure was suspected.

(4) On 23 March 1970 a UH-1H was returning to the base camp for fuel when the engine failed. The pilot autorotated to a dry rice paddy and landed with a slight ground run. The right skid hit a rice dike and the aircraft rolled on its side causing major damage to the aircraft. The cause of engine failure was fuel starvation.

o. Chaplain's Activities: Opportunities for troops to worship and for troops to come in contact with the chaplain and religious activities continue to be emphasized this quarter. There were 190 Catholic and Protestant opportunities for worship and 1450 visits to the troop areas as well as 26 visits to the hospitals and stockade.

(1) Men took advantage of counselling services 177 times during the period.

(2) As required study groups in Bearcat, Long Thanh and Long Bien areas continue to be a firm foundation for the spiritual life of the men who attend.

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- (3) The use of religious films in the company areas continues to draw the interest of all the men.
- (4) Character guidance classes are presented by the Chaplain. Attendance remains the same, well over 90% of the unit strength.
- (5) A memorial service was held for the 195th Aviation Company.
- (6) Continuing to assist the Education Program after helping to establish the education center in Bearcat. The Chaplain introduced 13 men to the University of Maryland Extension Resident Program and is recruiting men interested in the High School GED Program.

p. PIO: The information center continued to provide the required news and photo coverage of awards and decorations, safety, special events, civic affairs activities and combat activity. Both local and national news media were utilized in publicizing the Battalions activities during the last reporting period. The February - April period produced 317 home town news releases as compared to the November - January output of 147. Approximately 15 news releases and feature series were released by the Battalion Information Office to the 12th Group PIO Office and the 1st Aviation Brigade. A number of the news stories eventually were published in military and civilian enterprise newspaper in the United States. Approximately 1,000 photographs, including awards and decorations, promotions, changes of command, accident safety and normal news photos were produced during this period.

q. Operations:

(1) General

(a) Daily support of operations was continued by this Battalion during the 89 Reporting days. The Battalion supported combat assault, direct support and other combat support type missions. Missions included airlift of troops, equipment, supplies, vehicular airlift, administrative, command and control and artillery weapons and engineer equipment displacement. Night support was provided by Night Hawk type missions and was utilized for night route, zone, and area reconnaissance and surveillance, PZ lighting for dust off operations and for close in fire support of troops in contact. The Battalion Mission profile remained at 36 UH-1H helicopters and 12 UH-1C gunships. The daily commitment of three (3) CH54A has increased during this reporting period to four (4) and has continued support of III and IV Corps.

(b) On 12 April 1970, while on a maintenance stand down, the 240th Aviation Company (Aslt Hel) received several scramble missions from the 12th Aviation Group (Combat) AAE. Even though no aircraft had been scheduled to fly, and many of them were being worked on, aircraft receiving missions were off within forty-five (45) minutes. Total time flown for the Maintenance stand down day was 112 hours.

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(2) Thai Aviators

Under the provisions of the Memorandum of Understanding between the Commanding General, Royal Thai Forces, Vietnam and the Commanding General 1st Aviation Brigade, the Battalion checked out twelve (12) Thai Aviators who actively participated in combat assault and resupply mission with the 240th and 195th Aviation Companies (Aalt Hel). All Pilots had received prior instruction in the UH-1D/H in the USA. Standard-ization rides averaged 5 hours.

(3) Thai Doorgunners

During the reporting period, the Battalion undertook the mission of training Thai enlisted men to be doorgunners. A total of thirty (30) individuals required training. Classes were one (1) week in duration, ten (10) individuals per class. Instruction was broken down into 16 hours of class room instruction and 12 hours of flight instruction. All thirty (30) graduated from the course and are presently serving as doorgunners in the Light Aviation Company (RTAVF).

2. (C) SECTION 2 LESSONS LEARNED: COMMANDER'S OBSERVATIONS, EVALUATIONS, AND RECOMMENDATIONS.

a. Personnel:

(1) MOS 71P20

(a) OBSERVATION: Flight Operations Specialist shortages to be critical.

(b) EVALUATION: It has been found that there is a critical shortage of MOS 71P20 as these Personnel are not available in the command. All Flight Operations Specialists within this unit have been trained on-the-job. After five months these personnel have progressed to the point of being capable of doing the job without constant supervision. At the eight month level they are capable of fulfilling the position efficiently for the remainder of their tour.

(c) RECOMMENDATION: An increased flow of school trained Flight Operations Specialists would greatly enhance the Operation of Aviation Units within RVN. Greater emphasis should be placed in recruiting personnel for this career field.

(d) COMMAND ACTION: Continued internal recruitment for this Specialty field within the Unit

(2) INSTRUMENT INSTRUCTOR PILOT

(a) OBSERVATION: It is felt by this unit that an instrument Instructor Pilot would greatly increase our infusion into instrument qualified Aviators and make the Unit more versatile in Monsoon seasons.

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SUBJECT: Operational Report - Lessons Learned, 222d Aviation Battalion
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(b) **EVALUATION:** This Unit has found that the Standardisation Instructor Pilot has a heavy burden just maintaining the Aviators in the Unit proficient in normal and basic maneuvers not to include training in emergency procedures, and instrument flight. It is felt that the inclusion of an instrument Instructor Pilot would be extremely beneficial.

(c) **RECOMMENDATION:** That an additional Aviator be assigned to each unit for the purpose of making Army Aviators (Rotary Wing) as instrument proficient as possible and take the load off the S.I.P.

(d) **COMMAND ACTION:** The utilization of all instrument qualified instructor pilots on a part time basis has been initiated.

(3) AVIONICS TRAINED PERSONNEL

(a) **OBSERVATION:** This Headquarters has none and is not authorized Avionics Trained Personnel. Presently staff supervision is solely the responsibility of the Battalion Signal Officer whose slot requires a rated Aviator.

(b) **EVALUATION:** This Headquarters has not the capability of providing adequate staff supervision and assistance to its Avionics facilities due to the fact that none of the Personnel assigned to the Battalion signal section have Avionics background. A full time Avionics Staff member is needed to oversee the utilization of Avionics assets, shop supervision, maintenance procedures, and provide assistance and recommendations on Avionics Problems from Battalion Level.

(c) **RECOMMENDATION:** Recommend that MTOE/TOE changes be effected to authorize a 35P40 to the Battalion Signal Section and / or a warrant officer MOS 2864 for duty as assistant Signal Officer.

(d) **COMMAND ACTION:** On-the-job training is being done at this Headquarters but is inadequate to do the job properly.

(4) S-5 STAFF

(a) **OBSERVATION:** An authorized Civic Actions Staff is required at Battalion Level.

(b) **EVALUATION:** The success of Civic Actions Programs is a proven thing. Through these programs, we can teach the Vietnamese how to help themselves and better relations between the United States and the foreign Country. Because of a shortage of Civil affairs Companies, a Civic Actions Staff should be authorized at the Battalion Level. This staff should consist of one officer, one (1) NCO, two (2) enlisted men and one (1) interpreter.

(c) **RECOMMENDATION:** That a change to the present MTOE be made to include: one (1) S-5 Officer, one (1) NCO, two enlisted men and one interpreter.

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(cvt) For Period Ending 30 April 1970 RCS CSFOR-65 (R2) (U)

(d) COMMAND ACTION: Request for change in the MTSE is being initiated.

b. INTELLIGENCE:

(1) T/SEC KY-28:

(a) OBSERVATION: Enemy units have the capability of monitoring US communications and thereby be forewarned of coming operations in advance.

(b) EVALUATION: Aircraft have the capability of transmitting on 3 to 4 different frequency ranges to effect coordination with ground and other Aircraft. Only one of these frequency ranges can be secured with the T/SEC DY-28. Some ground units and models of Aircraft do not use, or do not employ T/SEC devices in their operations causing their communications to be vulnerable to the enemy monitoring.

(c) RECOMMENDATION: Recommend designing and employing a device in aircraft capable of securing all frequency ranges, and that ground units be provided with a radio with integral speech security devices. Towers and Air Traffic Control Centers and Artillery Warning stations should operate radios equipped with speech security devices with non-secure capability on standby as emergency back-up.

(d) COMMAND ACTION: Briefings have been given at this Headquarters, and to all subordinate units to inform all new Aviators of the security risk involved.

c. OPERATIONS:

(1) Night Hawk and Fire Fly Configuration.

(a) OBSERVATION: The lighting arrangement conflicts with the arrangement on the two systems.

(b) EVALUATION: This unit recently shared an incident involving night operations with friendly ground troops and Firefly equipment in use. Due to the much slower air speed required by the lightship the escort (two UH-1C Armed Helicopters) have to make 360° orbits about the lightship. When the Lightship takes fire the job of the gunship is to engage the target and suppress the fire when the Lightship is unable to suppress. Sometimes the intensity of fire or a weapon malfunction on the slick necessitates immediate suppression from the gunships in which case, depending on the gunships location at that moment, he may have to fire over the heads of the unit supported or towards the unit supported. In the case of short rounds or overshoots, many troops from the unit supported could be injured. The G-130 light cluster is an area type lighting arrangement and is much preferred by ground commanders to be used in their support. The weapons employed on the light ship with the cluster light is a pin point target type weapon. Suppressive fire from a minigun which is a component of the Night Hawk System would be much more beneficial and effective. Likewise the Night Hawk lighting arrangement is a pinpoint lighting deal and should have the pinpoint type weapon system.

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(c) RECOMMENDATION: That the armament for the Night Hawk and Firefly Systems be changed.

(d) COMMAND ACTION: This unit had both systems on our aircraft but only one was utilized.

(2) AMMUNITION:

(a) OBSERVATION: Increased moisture in the air causes more malfunctions of weapons systems due to rust on links of 7.62 ammo and 40mm rounds and on the electrical contacts of 2.75 inch rockets.

(b) EVALUATION: Rust can be controlled by proper utilization of ammo and equipment;

(c) RECOMMENDATION: Linked ammunition, to include 40 mm should all be used from one crate before opening another to prevent unnecessary exposure. Ammo containers should be properly covered and protected from excess moisture. If ammo in the chuting becomes wet and can not be expended immediately it should be removed, dried and replaced to prevent rust on the links. 2.75 inch rockets should be stored under a protective cover after uncrating. If rockets get wet, electrical contacts should be wiped dry.

(d) COMMAND ACTION: All personnel concerned have been properly briefed.

(3) WEAPONS SYSTEMS

(a) OBSERVATION: An increase in jams and broken links in 7.62 and 40 mm systems and hang fires and tubes that don't fire in the 2.75 inch rocket systems due to increase in moisture, rust and corrosion.

(b) EVALUATION: Rust and corrosion on ammo, links, chuting, crossover drive and chuting and the weapon itself puts an unnecessary strain on the systems resulting in broken links and jams. Rust and corrosive elements tend to form on the inside of rocket tubes when exposed to moisture for long periods of time without proper cleaning. This partially obstructs the movement of the rockets through the tube and can cause partial or complete hang fires. Moisture on electrical harnesses can cause shorts causing the system to malfunction or become inoperative.

(c) RECOMMENDATION: Systems should be thoroughly cleaned and inspected more frequently. Electrical harness should be inspected frequently and brittle or poorly insulated harness replaced. Ammo should be inspected frequently and replaced if rusty or corroded. Covers should be placed on the systems as much as possible. Electrical contacts on rocket pods should be inspected and cleaned frequently.

(d) COMMAND ACTION: Ammunition is inspected periodically, and is stored in dry containers.

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14 May 1970

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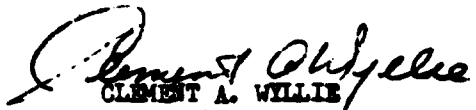
(4) MAINTENANCE

(a) OBSERVATION: The maintenance schedule is disrupted due to restrictions on working on aircraft during electrical storms and rain.

(b) EVALUATION: A tendency to "get through and out of the rain" combined with reduced visibility and the danger of fuel and lubricant contamination reduces the effectiveness of maintenance personnel working in the open.

(c) RECOMMENDATION: Maintenance should be scheduled, when possible, to allow for possible delays due to inclement weather. When necessary to perform maintenance in the rain, maximum utilization should be made of all available shelter. An educational program should be instituted to insure that all necessary safety precautions are taken when working during electrical storms and rain.

(d) COMMAND ACTION: Hangars have been requisitioned.


CLEMENT A. WILLIE
LTC, TC
Commanding

5 Incl

1. Organisation
2. Acft Status
3. Operational Statistics
4. Ammo Expenditures
5. Reenlistment Statistics for Period

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AVBACA-SC (14 May 70) 1st Ind
SUBJECT: Operational Report - Lessons Learned of the 222d Aviation
Battalion (Combat) for Period Ending 30 April 1970, RCS-
CSFOR-65 (RI) (U)

DA, HEADQUARTERS, 12TH AVIATION GROUP (COMBAT), APO 96266 27 May 1970

TO: Commanding General, II Field Force Vietnam, APO 96266

1. In compliance with AR 525-15 and USARV Reg 525-15, the Operational Report - Lessons Learned of the 222d Aviation Battalion (Combat) for the period ending 30 April 1970, RCS-CSFOR-65 (RI) (U) is forwarded.

2. Ref page 8, section 2, para c of subject report: Approval has been granted by USARV for the 222d Aviation Battalion (Combat) to test the feasibility of using the 50 cal machine gun with the Night Hawk system and the 7.62 mini-gun with the Firefly system. Any noteworthy results will be forwarded to USARV.

FOR THE COMMANDER:

Robert E. Bolin @ Cpt. dr.
MICHAEL E. BOLIN
CPT, EN
Acting Adjutant

CONFIDENTIAL

AVFBC-RE (14 May 70) 2d Ind
SUBJECT: Operational Report - Lessons Learned, 222d Aviation Battalion
(Combat), for Period Ending 30 April 1970, RCS CSFOR-65 (R2) (U)

DA, HQ, II FFORCEV, APO San Francisco 96266 4 JUN 1970

THRU: Commanding General, 1st Aviation Brigade, ATTN: AVBA-C, APO 96307

Commanding General, US Army Vietnam, ATTN: AVHGC(DST), APO 96375

Commander-In-Chief, US Army Pacific, ATTN: GPOF-DT, APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D.C. 20310

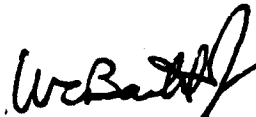
1. (U) This headquarters has reviewed the Operational Report - Lessons Learned for the quarterly period ending 30 April 1970 from Headquarters, 222d Aviation Battalion (Combat) and concurs with the comments of indorsing headquarters.

2. (C) Comments follows:

a. Reference items concerning "MTOE Changes", page 8-9, paragraphs 2a(2) through 2a(4): concur. Reporting unit has been advised to submit requests for MTOE changes for consideration.

b. Reference item concerning "T/SEC KY-28", page 10, paragraph 2b(1): concur. The Commanding General, II FFORCEV, has placed personal emphasis on all aspects of operations security, including communications security. There is also a II FFORCEV NESTOR Program, under the direction of the Signal Officer, which seeks to make maximum use of available voice security devices within the III Corps Tactical Zone.

FOR THE COMMANDER:


W. C. BARTEL, JR.
CPT, AGC
Asst AG

CF:
CO, 12th Avn Gp (Cbt)
CO, 222d Avn Bn (Cbt)

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AVBAGC-O (14 May 70) 3d Ind
SUBJECT: Operational Report-Lessons Learned, 222d Aviation Battalion
(Combat) for Period Ending 30 April 1970 RCS CSFGR-65 (R2) (U)

DA, HEADQUARTERS 1ST AVIATION BRIGADE, APO 96384 22 JUN 1970

THRU: Commanding General, United States Army Vietnam, ATTN: AVNGC-DST,
APO 96375
Commander-in-Chief, United States Army Pacific, ATTN: GPOP-DT,
APO 96558

TO: Assistant Chief of Staff For Force Development, Department of the
Army, Washington, D.C. 20310

This Headquarters has reviewed the Operational Report-Lessons Learned of
the 222d Aviation Battalion (Combat) and concurs with the following ex-
ceptions:

a. Paragraph 2c(1), page 10; Nonconcur. The unit discussed the re-
configuration of the Nighthawk and Firefly systems. These two armament
subsystems are not accepted Army standard items and therefore are issued
on a limited basis only. At the present time all in-country fabrication
of the Nighthawk System has been suspended due to a lack of component
parts. No action can be taken on any recommended change submitted until
the subsystem components become available.

b. Paragraph 2a(3), page 9; Nonconcur. The responsibility for pro-
viding avionics staff supervision at battalion level is normally delegated
to the battalion signal officer. While avionics experience may vary between
signal officers depending on previous schooling and assignments, the respon-
sibilities and duties relating to avionics at battalion level is more super-
visory than technical. Areas of communications are not so complex as to pre-
clude a signal officer with no avionics experience to gain the knowledge re-
quired to provide adequate staff supervision. Avionics assistance is
available to all battalions within the 1st Aviation Brigade, at group and
brigade level. Assistance is also available from the 34th General Support
Group, which provides all avionics general support maintenance in-country.
Technical assistance is available in the form of system technical represen-
tatives, factory representatives and ECOM personnel who are controlled by
the 34th General Support Group and are available upon request. To assign,
by TOE, avionics MOS personnel at battalion level is considered impractical.

c. Paragraph 2b(1)(c), page 10; Concur. A device that is capable of
securing all frequency ranges on both air and ground radios would certainly
assist greatly in the reduction of radio transmission security violations.
Presently, certain specified components of the FM family of radios are pro-
grammed for modification to permit secure voice operations. However, not all

AVRAGC-C (14 May 70) 3d Ind
SUBJECT: Operational Report-Lessons Learned, 222d Aviation Battalion
(Combat) for Period Ending 30 April 1970, RCS CSFUR-65 (R2) (U)

ground stations nor all aircraft will possess this capability even upon completion of the present program. Information which should be passed under secure voice conditions will have to be passed in the clear to the aircraft that need the information but do not have secure voice capability. Two specific examples of the problem are as follows:

(1) OH-6A and U-1A aircraft do not possess secure voice capability so artillery and air strike warning information must be transmitted to those aircraft in the clear.

(2) The AH-1G will eventually possess secure voice capability; however, when operating with the OH-6 as a hunter-killer team, target and attack coordination will still have to be passed in the clear.

(3) An additional problem area that exists with the present secure voice equipment is the method of setting the codes. A single aircraft has need to communicate with multiple agencies, each of which is using different codes. To change codes, the aircraft must land due to location of equipment and/or method of code setting.

(4) In addition to the designing of a single device for securing multiple frequency ranges, recommend a system of code setting be devised whereby a code can be set from the pilots console by use of a dial or similar feature.

d. Paragraph 2a(1), page 8: 1st Aviation Brigade is aware of the shortage of 71P series MOS and has brought this to the attention of higher headquarters. The current fill of 71P series MOS has improved to the point that the critical shortage no longer exists.

FOR THE COMMANDER:



WARREN A. PETERSON
CPT, AGC
ASST AG

AVHGC-DST (14 May 70) 4th Ind
SUBJECT: Operational Report-Lessons Learned, 222d Aviation Battalion
(Cbt) for Period Ending 30 April 1970 RCS CSFOR-65 (R2)(U)

Headquarters, United States Army Vietnam, APO San Francisco 96375 117 JUL 1970

TO: Commander in Chief, United States Army Pacific, ATTN: GPOP-DT,
APO 96558

1. This Headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 30 April 1970 from Headquarters, 222d Aviation Battalion (Cbt) and comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "MOS 71P20," page 8, paragraph 2a(1): concur. USARV status as of 4 July 1970 for 71P - Flight Operations Coordinator was 545 authorized, 458 assigned, or 84 percent of authorization. USARV has requisitioned 56 for July, 86 for August and 155 for September in order to meet the command's requirements for 71P. However, requisition fill experience since January 1970 indicates that only approximately 25 percent of all 71P MOS requisitioned in any given month will be filled by DA. No action by USARPAC is recommended. Action is required by DA to ensure enlisted fill of 71P MOS requisitioned. Additionally, greater emphasis should be placed on recruiting personnel for this critical career field.

b. Reference item concerning "Instrument Instructor Pilot," page 8, paragraph 2a(2): nonconcur. Appointment of instrument instructor pilots is a unit function. Selected aviators within the unit are normally assigned the additional duties of instrument instructor pilots and placed on unit orders. The unit therefore has the authority to appoint instrument instructor pilots to meet their training requirements. No action by USARPAC or DA is recommended.

c. Reference item concerning "T/SEC KY-28," page 10, paragraph 2b(1), paragraph 2b, 2nd Indorsement and paragraph c, 3d Indorsement: concur. However, at the present time it does not appear feasible to equip all Army aircraft with an all inclusive secure voice capability for other than the present FM frequency range. Further, it may be prohibitive cost and weight wise, to provide the re-wiring and other modifications required in all Army aircraft to accept the KY-28 for other than the FM system. No action by USARPAC or DA is recommended.

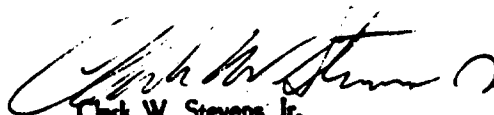
AVHCC-DST (14 May 70) 4th Ind

SUBJECT: Operational Report-Lessons Learned, 222d Aviation Battalion
(Cbt) for Period Ending 30 April 1970 RCS CSFOR-65 (R2)(U)

d. Reference item concerning "Night Hawk and Fire Fly Configuration," page 10, paragraph 2c(1): concur with 3d Indorsement which states this system is not an accepted Army standard item. Therefore, at the present time all in-country fabrication of Nighthawk system has been suspended because of lack of component parts. Action by USAHPAC or DA is recommended.

e. Reference item concerning "An authorized Civic Action Staff is required at Battalion level," page 9, paragraph 2a(4): concur with comments contained in paragraph 2a of 2d Indorsement. II FFORCEV action is adequate at this time. Further evaluation will have to be made by this Headquarters after recommended MTOE change has been submitted. No action by USAHPAC or DA is recommended.

FOR THE COMMANDER:



Clark W. Stevens Jr.

Captain, USA

Assistant Adjutant General

Oy furn:
1st Avn Bde
222d Avn Bn

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GPOP-DT (14 May 70) 5th Ind (C)

SUBJECT: Operational Report of HQ, 222d Aviation Battalion (Cbt) for
Period Ending 30 April 1970, RCS CSFOR-65 (R2) (U)

HQ, US Army, Pacific, APO San Francisco 96558 24 AUG 70


TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

1. (U) This headquarters concurs in subject report as indorsed with the
following comments.

2. (C) Reference paragraph 2b, page 10: TSEC/KY-65 "PARKHILL" equip-
ment which is approximately half the size and weight of the KY-28
(estimated cost \$5000) could be utilized to encrypt both FM and AM voice
transmissions from aircraft providing the information being transmitted
is perishable in 72 hours or less. Recommend that USACDC evaluate the
requirement and determine if selected U. S. Army Aircraft should be
equipped with the TSEC/KY-65 in lieu of the TSEC/KY-28.

3. (U) Reference paragraph 2d, 4th Indorsement: Nonconcur. These two
armament subsystems are not accepted Army standard items; therefore, if
the unit desires to change the armament, it is a unit action not a
USARPAC or DA action.

FOR THE COMMANDER IN CHIEF:


L.M. CRANE
CPT. AGS
Act AG

Cy furn:
CG USARV

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CONFIDENTIAL

AVBACA-EC

SUBJECT: Operational Report - Lessons Learned, 222d Aviation Battalion (Combat)
for Period Ending 30 April 1970 RCS CSFOR-65 (R2)(U)

Incl 1 to 222d Avn Bn (Cbt) ORLL dtd 15 May 1970

ORGANIZATION

222d AVIATION BATTALION (COMBAT)
Headquarters Company, 222d Aviation Battalion (Combat)
87th Quartermaster Detachment
315th Aviation Detachment (Divisional)
772d Medical Detachment (OA)
117th Aviation Company (Aslt Hel)
195th Aviation Company (Aslt Hel)
92d Medical Detachment (OA)
240th Aviation Company (Aslt Hel)
273rd Assault Support Helicopter Company (ASHC) (Hvy)

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Incl 2 to 222d Aviation Battalion (Combat) ORLL dtd. 15 May 1970

222d AVIATION BATTALION (COMBAT) AIRCRAFT STATUS 15 May 1970

	UH-1C		UH-1D/H		CH-53A		CH-53A	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Hq, 222d Avn Bn (Cbt)	0	0	2	2	0	0	3	2
117th AHC	8	6	23	20	0	0	0	0
195th AHC	8	6	23	20	0	0	0	0
240th AHC	8	7	23	23	0	0	0	0
273rd ASHC	0	0	0	0	14	14	1	1

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Incl 3 to 222d Aviation Battalion (Combat) ORLL dtd 15 May 1970

OPERATIONAL STATISTICS FOR PERIOD ENDING 30 APRIL 1970

SUBORDINATE UNIT	SORTIES FLOWN	TROOPS LIFTED	CARGO TONS LIFTED	ENEMY KBA	STRUCTURES DAH / DEST	SAMPANS DAH/DEST	ACFT CONFIRM	ACFT DAM	ACFT DEST
HHC	299	222	0	0	0	0	0	0	0
117th	20,204	16,302	28	20	3 / 6	16 / 39	0	3**	0
195th	23,044	27,685	556	0	0	0	1**	4*	0
240th	34,450	52,965	3	104	14 / 36	4 / 5	1*	10*	1*
273rd	5,230	0	17,644	0	0	0	1**	2**	0
							2*	4**	0
							0	7*	0
							0	1***	0

* - UH-1H
 ** - UH-1C
 *** - CH-54A

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Incl 4 to 222d Aviation Battalion (Combat) ORLL dtd 15 May 1970

AMMUNITION EXPENDITURES FOR PERIOD 1 FEBRUARY 1970 - 30 APRIL 1970

117th Avn Co (Aslt Hel)	$\frac{7.62}{178,450}$	$\frac{5.56}{0}$	$\frac{40MM}{0}$	$\frac{2.75RKT}{1,152 RDS}$	$\frac{50 CAL}{16,200 RDS}$
195th Avn Co (Aslt Hel)	109,000	65,740	0	1,815 RDS	0
240th Avn Co (Aslt Hel)	198,000	1,680	0	3,644 RDS	1,400 RDS
273rd Avn Co (Hvy Hel)	0	0	0	0	0

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Incl 5 to 222d Aviation Battalion (Combat) ORILL dtd 15 May 1970

REENLISTMENT STATISTIC FOR 1 FEBRUARY 1970 - 30 April 1970

UNIT	RA1 & AUS		RA1 & AUS		RA CAREER		RA CAREER		NG/ER		NG/ER		TOTAL	
	ELIG	REENL	%	ELIG	REENL	%	ELIG	REENL	ELIG	REENL	%	ELIG	REENL	%
117th	1	1	100	1	1	100	0	0	0	0	0	0	2	2
195th	9	1	11	1	1	100	0	0	0	0	0	0	1	1
240th	21	0	0	3	3	100	0	0	0	0	0	0	3	3
273rd	15	0	0	1	1	100	0	0	0	0	0	0	1	1
HHC	13	2	15	3	3	100	0	0	0	0	0	0	5	5
222d Bn	59	4	6.6	9	9	100	0	0	0	0	0	0	13	13

CONFIDENTIAL

~~UNCLASSIFIED~~
~~Security Classification~~

(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified)

20. REPORT SECURITY CLASSIFICATION

CONFIDENTIAL

4

Operational Report - Lessons Learned, HQ, 222d Aviation Battalion

Experiences of unit engaged in counterinsurgency operations, 2 Feb to 30 Apr 70.

CO, 222d Aviation Battalion

14 May 1970

27

A. PROJECT NO. N/A

702062

25. OTHER REPORT NO(S) (Any other numbers that may be assigned this report)

N/A

OACSFOR, DA, Washington, D.C. 20310

25

UNCLASSIFIED

Security Classification

1. The first part of the report is a general
description of the project and its objectives.
2. The second part is a detailed description of
the methods used in the study.
3. The third part is a description of the results
of the study.
4. The fourth part is a discussion of the results
and their implications.
5. The fifth part is a conclusion and a list of
references.